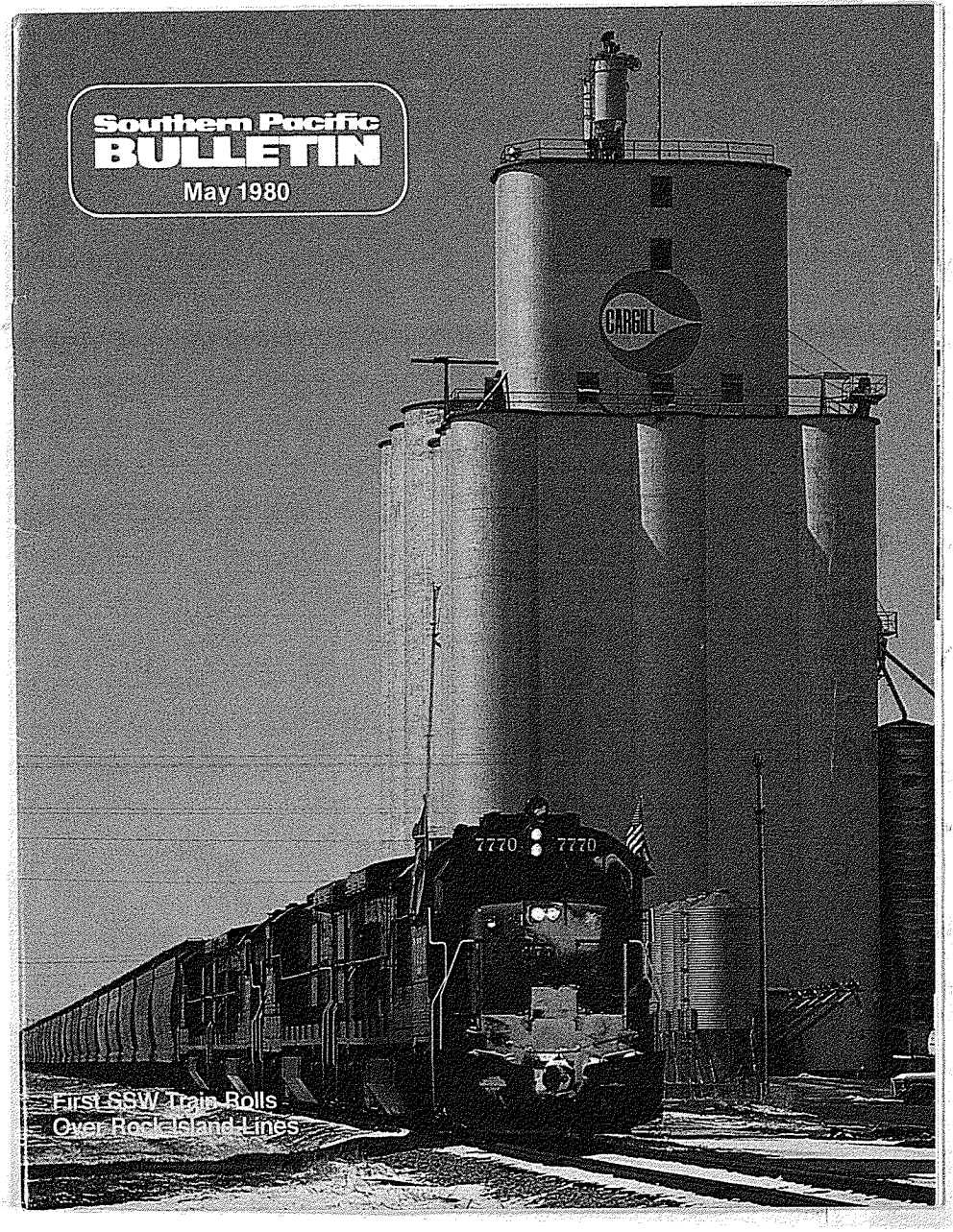
Southern Pacific BULLETIN

May 1980



First SSW Train Rolls Over Rock Island Lines

SOUTHERN PACIFIC BULLETIN
Volume 64, Number 5
May 1980

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COVER

The first Cotton Belt Train over the Rock Island pulls into Hooker, Oklahoma, on a snowy day in March. Behind the four brand new SSW diesel units are dozens of hopper cars for grain shippers along the route. Giant grain elevators like the one shown beside the track are a familiar sight in Rock Island territory. More pictures and a story on the warm welcome extended to SSW-SP by the people along the RI line are on pages 3-6.

ROBERT G. OTTMAN
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Welcome Aboard

I want to take this opportunity to send greetings to the more than 850 former Rock Island employees who have recently become members of the Southern Pacific-Cotton Belt family. Some of you are pictured in this issue of the *Bulletin*.

As you know, the SSW-SP offer to purchase the Tucumcari-Kansas City-St. Louis line is still awaiting approval from the Interstate Commerce Commission, with a decision due by August 4. We deeply appreciate the assistance given by Rock Island men and women in enlisting public support for this offer.

While ICC approval is still pending, we are providing continued railroad service to communities along the Golden State Route and also along the Rock Island line that links Memphis with Little Rock, Fordyce and other points in Arkansas.

Two new SP-Cotton Belt trains—the LAKCP and the KCLAY—are providing through freight service between Los Angeles and Kansas City, with run-through connections via Chicago to points in the East. Southern California and Arizona shippers of fresh fruits and vegetables, for example, can now get competitive seventh morning delivery to their New York markets by using these trains.

With your cooperation and assistance, we are doing everything in our power to provide the kind of service on the Rock Island Division of the Cotton Belt that will restore shipper confidence and win back traffic that has been lost over the past few years. The dependability of this service is the key to the security of present railroad employment and to more railroad jobs in the future.

To you former Rock Island railroaders who are now members of the Cotton Belt team, let me extend a sincere welcome. We are delighted to have you with us, and we know you will give the new challenges ahead your very best effort. Welcome aboard!

D. K. McNear

D. K. McNear, *President*
SP Transportation Company and
St. Louis Southwestern Railway Company

Community leaders, state officials, shippers and members of the Rock Island family in four states gathered at trackside to welcome the first SSW-SP train over RI lines.

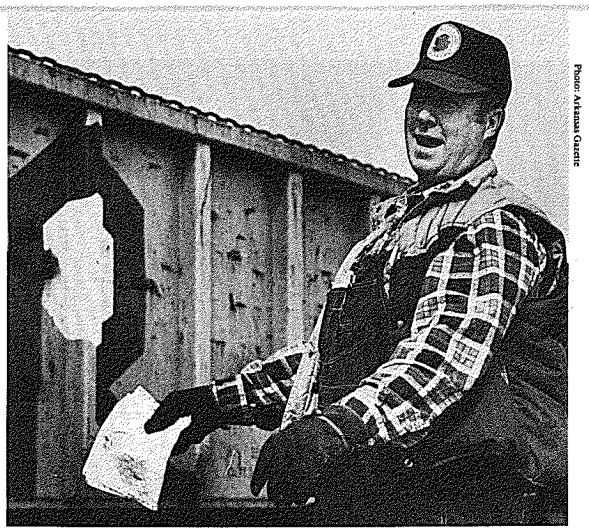


Photo: Arkansas Gazette

Switchman Louis Martin sports a grin and a Cotton Belt cap as he prepares to give a signal at Biddle Yard in Little Rock, Arkansas. He is one of over 850 former RI people who have been hired by the Cotton Belt.

Friendly Greeting for First SSW Train

A warm welcome from the people of four states greeted the first Cotton Belt-Southern Pacific train to roll over the tracks of the Rock Island.

Despite slushy snow that made travel difficult, community leaders and members of the Rock Island family gathered for trackside welcoming ceremonies at Tucumcari, New Mexico; Dalhart, Texas; Texhoma, Oklahoma; and at Liberal and Herington, Kansas, March 23-25.

The Cotton Belt has temporary authority, under a directed service order from the Interstate Commerce Commission, to operate 992 miles of former Rock Island lines from Tucumcari to Kansas City and St. Louis, plus 296 additional miles in Tennessee and Arkansas. Included in the latter segment are lines linking Memphis with Little Rock and Fordyce, Ark., and branch lines extending to Perry and Hot Springs, Ark.

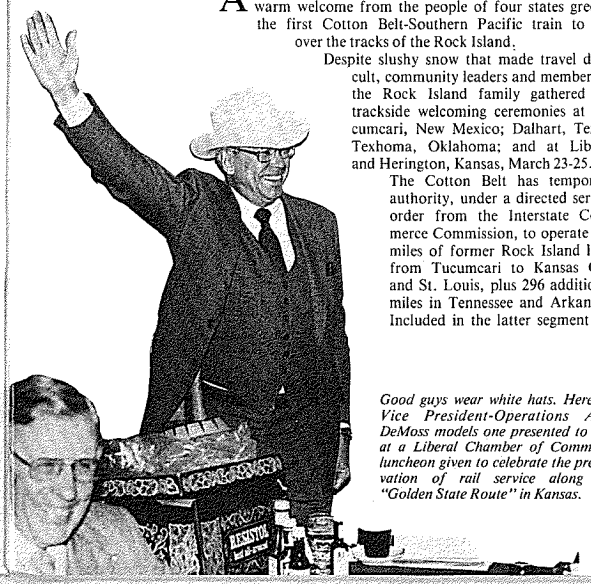
The SSW-SP offer to purchase the Tucumcari-St. Louis line from the trustee of the bankrupt Rock Island for $57 million is still pending before the ICC. A decision on this offer is due by August 4.

The first eastbound Cotton Belt freight train—four brand new 3,000-horsepower diesel locomotives pulling a 100-car train, most of them SP and Cotton Belt hopper cars for grain shippers along the route, moved off SP tracks at Tucumcari and onto the Rock Island shortly after midnight on March 24.

During the afternoon before at Tucumcari, members of the New Mexico Corporation Commission and local community leaders gave the train an official send-off.

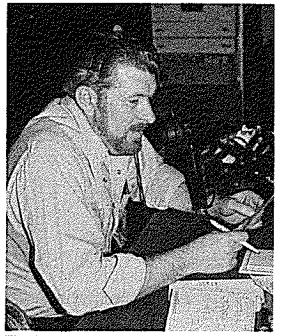
At Dalhart, Texas, the high school band greeted the train as it burst through a welcoming banner across the tracks. County and city officials joined SP and SSW spokesmen in brief ceremonies.

A five column headline on the front page of the *Dalhart Times* summed up



Good guys wear white hats. Here SP Vice President-Operations Alan DeMoss models one presented to him at a Liberal Chamber of Commerce luncheon given to celebrate the preservation of rail service along the "Golden State Route" in Kansas.

These smiling Rock Island train crewmen, shown at Tucumcari, N.M. had just become employees of the Cotton Belt when they were congratulated by SP General Manager-Western Lines Charles T. Babers, himself a native of Tucumcari. From the left, they are: Condr. J. C. Selby, Brakeman James Hubbs, Engr. Jack Wilkinson, Fireman J. D. Hall and Brakeman Marty Larson.



Third Trick Operator Larry Mohler was on duty at Dalhart, Texas, when he became a Cotton Belt employee. One of his first tasks was to copy a train order for the first SSW-SP train over the RI line.

Friendly signs like this one at Tucumcari were on display along the route of the first SSW-SP train.

The award-winning Liberal band added color to the SSW-SP welcoming ceremonies. Here Kansas Gov. John Carlin (dark suit) chats with Richard Honish, band director, and Jimmy Head, drum major. Behind him (l-r) are Sherry Curtis, elementary music coordinator; Eric Mulkey, South Jr. High band director; and Randy Filmore, director at West Jr. High.

local reaction to the Cotton Belt take-over: "Dalhart Sun Sets on One Golden Era; New One of Glorious Promise Dawns."

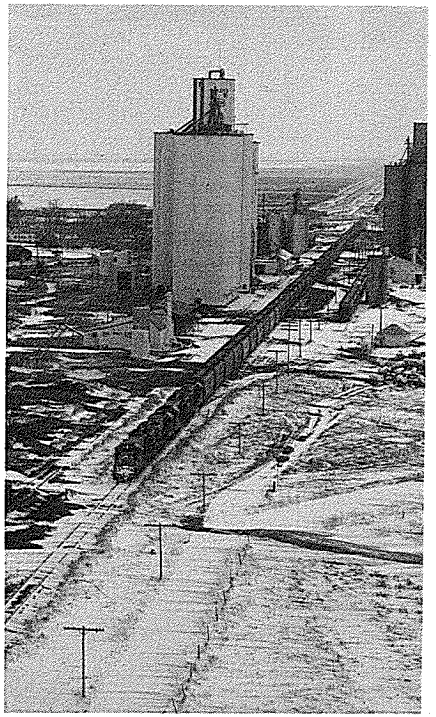
At Texhoma, Mayor Jerry Freeman presented the flag of Oklahoma to former Rock Island Trainmaster Bernie Ryan, now with the Cotton Belt and headquartered at Liberal.

Kansas Governor John Carlin greeted the train as it pulled into the Liberal station. Banners, the high school band and Liberal officials were also part of the celebration of the preservation of rail service along the "Golden State Route" through Kansas, which continued with a civic luncheon. Alan D. DeMoss, vice president-operations, headed a contingent of SP and Cotton Belt officers. Among them were Charles T. Babers, general manager-western lines, and John J. Tierney, superintendent, Tucson Division, both natives of Tucumcari.

At Herington, city commissioners and a delegation from the Chamber of Commerce welcomed the train with a banner reading: "May *Our* Future Be Prosperous."

Community leaders and shippers along the parts of the Rock Island being operated by the Cotton Belt are extremely pleased to see the SSW-SP take-over, thus ensuring a continuation of rail service, but former Rock Island employees who have been given a chance to get back to railroading again are even more pleased. A total of over 850 of them on both the Tucumcari-St. Louis line and the Memphis-Little Rock-Fordyce line are now Cotton Belt employees.

The Cotton Belt has established operating offices for the line at Kansas City, Kansas. Heading its management team is William C. Hoenig, Cotton Belt vice president, who was the Rock



The 100-car Cotton Belt train rolls past huge grain elevators at Plains, Kansas.

More photographs appear on page 6.

Photographers at Liberal had a field day when (l-r) Kansas Gov. John Carlin, Liberal Chamber of Commerce President Cyndi Strecker and SP Vice President-Operations Alan DeMoss climbed aboard the lead unit of the first Cotton Belt train over RI lines in Kansas.

Island's chief operating officer prior to joining Southern Pacific in 1978. J. E. Hare, former Rock Island superintendent at Kansas City, has been named superintendent of the new Rock Island division of the Cotton Belt.

Hoenig points out that a "beefed-up maintenance program on the RI lines we are operating is already underway."

In addition, he says, the Cotton Belt has applied to the Federal Railroad Administration for $66 million in financial assistance (which it will pay back). These funds are intended for use in 1980 for the rehabilitation of the main RI tracks and sidings between Topeka and Pratt and the yards at Armourdale, Topeka, Herington, Hutchinson and Pratt.

This 1980 project will be the first step in the extensive improvement program planned by SSW-SP to restore the *Golden State Route* to competitive condition and to acquire needed equipment.

"When that program gets into full swing, more former Rock Island employees will probably be hired by the Cotton Belt for rehabilitation work," Hoenig says. "But it's important to keep in mind that the physical deterioration of the Rock Island has been accompanied by a serious erosion of traffic. Further hiring will have to go slowly as freight business is gradually built up again."

Through freight service between Kansas City and Los Angeles has been reinstated in conjunction with the Cotton Belt's parent Southern Pacific.

The Cotton Belt has also begun local service along all parts of the line that had been receiving directed service since December 3.

Local service will be extended to other parts of the route as repairs can be made to upgrade the track to Federal Railroad Administration track safety standards. □

Friendly Greeting for First SSW Train

Tracks that the bankrupt Rock Island had been unable to maintain are rapidly being put back into service by the Cotton Belt. These MofW crewmen shown replacing a rail at Armourdale Yard in Kansas City are now Cotton Belt employees.

Photo: Herington Times

Engineer L. M. Lapham shovels snow off the hood of the lead unit before operating the first eastbound Cotton Belt train out of Herington, Kansas.

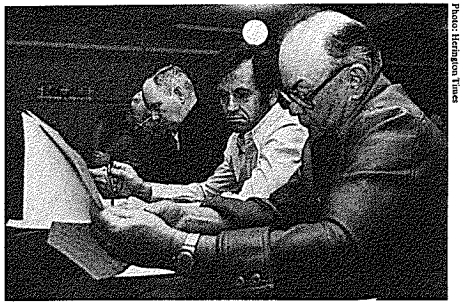


Photo: Herington Times

Paperwork comes first. Former Rock Island employees at Herington, Kansas, fill out the necessary forms allowing them to be placed on the Cotton Belt payroll. The three nearest the camera are (l-r) Robert Nuss, Jim Meek and Vernon Ferrell.

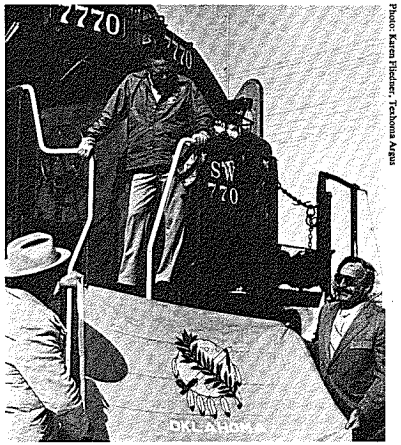


Photo: Karen Fletcher, Texhoma Argus

***Above:** Texhoma Mayor Jerry Freeman (left) presents an Oklahoma flag to SSW Trainmaster Bernie Ryan. Looking on is Road Foreman of Engines Jim Efaw of El Paso. **Below:** A ceremonial banner stretches across the track as the first SSW-SP train rolls into Dalhart, Texas.*

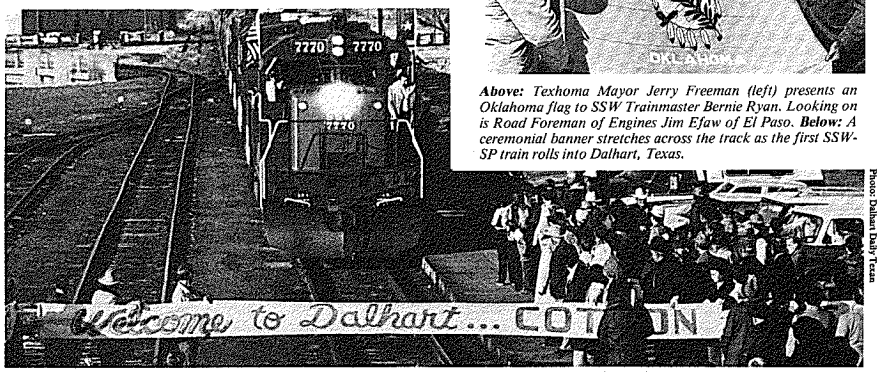


Photo: Dalhart Daily Texan

SP Air Freight, Inc.

'When You Have to Get It There Fast'

"In the air freight business," remarks Richard Brown, manager of Southern Pacific Air Freight, Inc. (SPAF), "the most frequently asked question is 'How fast can you get it there?' "

Since 1969, SPAF has answered, in most cases, with "as soon as you want," then arranged for prompt delivery. Business over the years has grown steadily and gross revenues in 1979 were up 140 percent over the previous year.

"There's much more to moving air freight than just airplanes taking off and landing," explains Brown, whose 34-year SP career has included positions with the NWP, PMT and Southern Pacific Marine Transport. "It takes experienced distribution professionals to efficiently coordinate the movement of air freight from the supplier's shipping dock to the customer's receiving dock. SPAF has more than 10 years' experience in air freight forwarding and we know our way around this demanding business."

Headquartered on the San Francisco peninsula in Redwood City, Calif., SPAF offers 24-hour, seven-day-a-week service for air freight shipments ranging from five pounds to five tons. Deliveries are made throughout the world with 75 percent of the shipments carried on regularly scheduled passenger flights, and the remaining 25 percent being handled on all-cargo flights.

"International shipments, especially to the Orient, are handled daily," Brown points out. "Many of the shipments are repair parts for machinery, and it's not unusual for the freight charges to rival the cost of the replacement part. But when an operation comes to a standstill for want of an essential part, the most important thing is to get it functioning again."

For example, a shipping company was experiencing a $50,000-a-day loss until a $1,700 part could be located and sent to repair a multi-million dollar cargo ship stranded in a Far Eastern port. Once the part was located, SPAF expedited the shipment, delivering it in less than 24 hours.

"Nothing tests the total service capabilities of an air freight forwarder more than handling time-sensitive or high value cargo," he says. "Meeting these stringent demands proves we can handle any shipment."

A case in point: SPAF ships about 90 percent of the paychecks going to SP's railroad employees at 15 locations around the system. "There's one thing you never mess around with—an employee's paycheck," Brown says. "If it's supposed to be there on the 15th, then it *better* be there!"

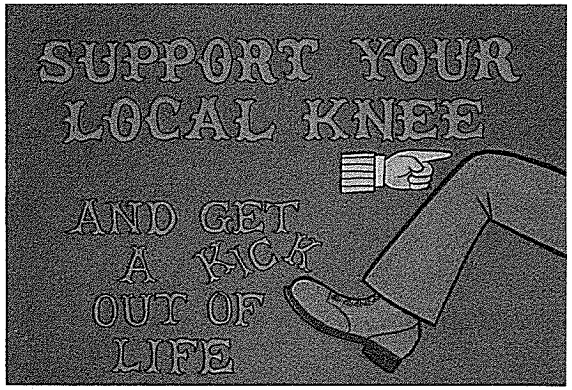
Taking advantage of the scheduled airlines' frequent flights, SPAF often has several alternatives for meeting the shipper's delivery deadline. Brown or one of his staff members—Sales Representative George von der Lieth or Operations Coordinator Linda O'Leary—work out the arrangements that best suit the situation.

SPAF helped Liberty Radiator set up a dependable delivery schedule for its customers at distant locations. This San Francisco manufacturer of radiator cores for cars, trucks and industrial equipment needed to provide overnight delivery to customers as far away as Seattle, Denver and Canada. Using SPAF, a customer who calls Liberty Radiator before 4 p.m., has his order picked up by 6 p.m., taken to San Francisco International Airport and shipped out on the next available flight that night. The order will be ready for pickup at the customer's airport the following morning.

Robert Coe, president of Liberty Radiator, notes that "it's not economical for a local radiator shop to stock every radiator core in our catalog. But with SPAF's dependable overnight delivery, he has every model available to him within a very short time and he doesn't have to maintain an expensive, seldom-used inventory."

"The deregulation of the airline industry has made this a highly competitive market," Brown notes. "We think we offer the best, most dependable service among today's air freight forwarders. We provide 24-hour delivery within the U.S. and also offer our own special combined truck/air tariffs. A call to our Redwood City office (Ext. 22457) can put you in touch with a local agent to handle a shipment by SPAF. So the next time you ask 'How fast can you get it there?,' be sure you're talking to Southern Pacific Air Freight, Inc." □

Richard Brown (left), manager of SP Air Freight, talks with Robert Coe, president of Liberty Radiator, who relies upon SPAF's quick delivery of radiator cores to repair shops in the West.



Tips on Knee Care Offered In New Safety Dept. Program

"It's Your Knee, Don't Knock It" is the title of a sound-color slide show featuring imaginative drawings like those shown on this page. It will be a key part of the Safety Department's new hour-long program on how to prevent injuries to the knee—the largest and most complex joint in the human body.

"Knee injuries are second only to back injuries as a cause of lost work days among SP employees," says Orville J. Pilcher, manager-employee safety, "and the majority of those injuries could be prevented. This is why we are following up last year's back program with a program devoted specifically to the care of the knee."

The program will be presented to Transportation, Maintenance of Way and Mechanical Department employees throughout the system. Special material on knee "safety" will be included for employees in each major craft area. Plastic knee models will be used during the demonstration and discussion part of the program.

The basic material for the SP program was prepared in consultation with Dr. Leland Johnson, an orthopedic surgeon, and with Health Education Systems, Inc., a training center specializing in teaching people how to care for their backs and knees and in the rehabilitation of those who have been injured.

Employees completing the knee program will receive a distinctive emblem for their hard hats and a copy of the "Knee Owner's Manual," authored by Dr. Johnson. This 16-page book offers a serious treatment of the subject, but it is easy to read and is illustrated with colorful cartoons.

The first sessions of the knee program will begin on the Oregon Division this month. □

Lifesaver Campaigns Reducing Accidents

The California Legislature has officially designated May 12 as the start of "Operation Lifesaver Week" during which there will be a stepped-up campaign to make California drivers aware of railroad crossing dangers. More details will be reported in our next issue.

During 1979, the first year of the Operation Lifesaver campaign in the state, California crossing accidents declined by 10 percent. Similarly encouraging results are being recorded in other states where Southern Pacific is participating in these campaigns.

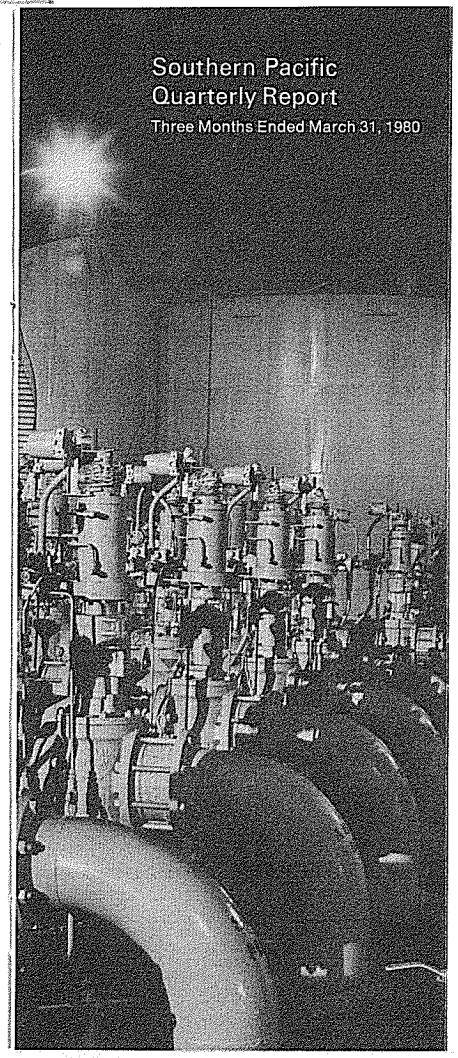
- Oregon reports an 18 percent decline in car-train accidents since the campaign was launched there in 1977.
- Arizona achieved a 7 percent decline in the first year of the campaign in 1978. Last year, accidents dropped almost 40 percent, without a single crossing fatality.
- In Texas, crossing accidents increased slightly last year, but fatalities declined 30 percent, according to preliminary figures.
- Missouri had a 13 percent drop in car-train accidents during 1979.

SP is also taking part in Operation Lifesaver campaigns in New Mexico, Illinois, and Tennessee, but results are not yet available.

Nationally, there are now Operation Lifesaver campaigns in 23 states. They are producing good results in helping to reduce crossing deaths and injuries. The National Transportation Safety Board has recommended that the program be extended to all states.

The National Safety Council, with the support of the railroads, is serving as the focal point and coordinator of the national Operation Lifesaver effort, which includes participation by numerous state and local officials and civic organizations.

The public is being made aware of the campaign's safety message by means of films, speakers, publicity, advertising and public service announcements on radio. Crossing safety is also being made part of public school driver education programs and the tests given to driver's license applicants. □



To the Stockholders:

The recession has been cutting sharply into the traffic of Southern Pacific Company's transportation subsidiaries. Most affected have been shipments of motor vehicles, forest products, and other commodities used for housing and construction.

Southern Pacific in the first quarter of 1980 had net income of $8.9 million, or 33 cents a share. That was a decline of 74% from $33.7 million, or $1.25 a share in 1979, when a record first-quarter net income was achieved.

The non-transportation activities of our Company, however, showed good improvement despite the dipping economy. The diversified operations of the Company, as planned, help balance our income against the recession impacts of the transportation areas.

Higher real estate sales and leasing activities led to good gains by Southern Pacific land subsidiaries. New customers and services doubled revenues of Southern Pacific Communications Company, pipeline income improved, and Ticor, which was acquired last summer, added $2 million of income in the quarter.

Consolidated operating revenues for Southern Pacific totaled $678.6 million in this year's first quarter, up 14% from $596.1 million in 1979.

Railroad operations were caught in the squeeze of inflationary costs and production cutbacks in the important automobile and housing segments of the economy. They recorded operating income of $6.6 million for the quarter, compared to $29.5 million a year ago.

Rail carloadings of motor vehicles and parts dropped by about 40% in the first three months of 1980, compared to 1979. In the past few weeks about 50 forest products plants along our lines in Oregon and Northern California have closed, with another 50 substantially curtailing operations. Diesel fuel, on the other hand, has doubled in price since early 1979, boosting Southern Pacific's fuel bill by more than $400,000 a day.

Higher freight rates authorized by the Interstate Commerce Commission only partially offset higher fuel, labor and other expenses. A 4% national rate increase—with 2% effective in the West February 27 and the other 2% April 1—plus an added 1.2% fuel pass-through rate increase April 11 will help reduce the shortfall between increases in expenses and revenues.

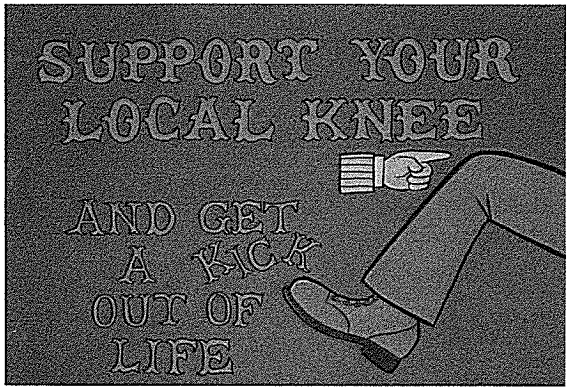
The American railroad industry obviously needs greater freedom to adjust its rates in step with the marketplace, just as other businesses do.

Besides autos and lumber, rail traffic which showed volume declines in the first quarter included petroleum products, auto tires, cement, aggregates and other building materials, and related housing products like furniture and appliances. Chemical, freight forwarder and intermodal traffic also declined.

Grain shipments increased in the quarter, because of new exports to Mexico and more grain moving to Arizona and California livestock feed lots. Gains were also made with coal and other minerals, iron and steel, paper, and farm products.

Perishable fruits and vegetables, which were freed from government rate regulation last spring, recorded a 94% improvement in carloadings, compared to 1979's first quarter.

Operating income of Southern Pacific's real estate and natural resource subsidiaries rose from $5 million in the first



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quarter last year to $9.3 million in 1980, largely because of greater land sales and more commercial leases.

Southern Pacific Communications Company signed up new customers, expanded service on its national microwave network, and doubled revenues since last year to $35.6 million in the first quarter of 1980. Operating income of the communications group rose from $1.4 million to $4.2 million.

Pipeline subsidiaries boosted operating income from petroleum and coal slurry lines from $7.6 million to $8.4 million.

Trucking operations, adversely affected by the cutback in new automobile shipments, had an operating loss of $1.5 million, versus a small profit a year ago.

Earlier this month, Southern Pacific Land Company purchased a 50% interest in GeoProducts Corporation, a privately held firm headquartered in Oakland, California. GeoProducts designs and develops production plants for geothermal and other alternate energy forms — including an ethanol manufacturing process using patents developed by the University of California. SP Land will establish a research and development partnership with GeoProducts.

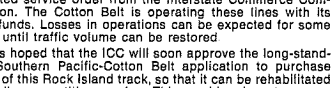
GeoProducts plans commercial energy projects to generate electric power, to produce ethanol—which could be blended with gasoline to form gasohol—and to create new geothermal applications for space heating and agricultural processing. A major GeoProducts innovation is its utilization of two relatively unused energy sources found in abundance in California and much of the West—low-temperature geothermal fields and the waste wood products from timber operations.

This investment offers us interesting opportunities to utilize wood waste and agricultural residues (from cotton, corn, sugar cane and other crops) to help meet the nation's urgent need for clean alternate fuels.

On March 24, Southern Pacific and St. Louis Southwestern Railway Company (Cotton Belt) a rail subsidiary started operating about 1,300 miles of rail line, in seven Midwestern states, owned by the bankrupt Rock Island Lines, under a directed service order from the Interstate Commerce Commission. The Cotton Belt is operating these lines with its own funds. Losses in operations can be expected for some time, until traffic volume can be restored.

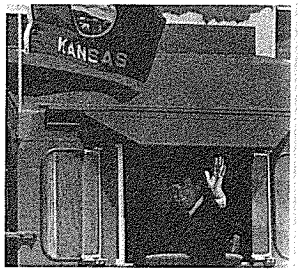
It is hoped that the ICC will soon approve the long-standing Southern Pacific-Cotton Belt application to purchase most of this Rock Island track, so that it can be rehabilitated for fully competitive service. This would reduce transcontinental rail routes by 400 miles and so save time, fuel and money.

Southern Pacific is continuing its major programs of acquiring and maintaining rail equipment to be ready to handle new business when the economy begins moving forward again, hopefully later this year.



Chairman and Chief Executive Officer

San Francisco, April 24, 1980



Community leaders, state officials, shippers and Rock Island employes and their families in four states gathered at trackside on March 24 to welcome the first Southern Pacific-Cotton Belt train to operate over Rock Island lines. Welcoming ceremonies — like the banner-breaking at Liberal, Kansas, pictured at top — were also held in Tucumcari, New Mexico; Dalhart, Texas, and Texhoma, Oklahoma. Cotton Belt also began temporary operations over some RI lines in Missouri, Arkansas and Tennessee under directed service authority from the Interstate Commerce Commission.

COVER: Valves and tanks create a pattern of energy transportation at Southern Pacific Pipe Lines' Brisbane tank farm, just south of San Francisco. Incoming petroleum products, including fuel for jet airliners flying out of the nearby San Francisco International Airport, are routed through the manifold valves in the foreground.

Lower left: The Oklahoma State flag flew from the first eastbound SP-Cotton Belt train on Rock Island tracks as it moved past grain elevators at Hooker, in the Oklahoma Panhandle. Four brand new, 3,000-horsepower locomotives pulled 100 cars, most of them covered hoppers for grain shippers on the route.

Lower right: Kansas Governor John Carlin waved a greeting from the locomotive cab as the first train—now flying the Kansas State flag — moved into Liberal. The Governor headed a happy delegation welcoming SP and Cotton Belt to the state.

Southern Pacific Company and Consolidated Subsidiaries

(In millions, except per share data)

STATEMENT OF CONSOLIDATED INCOME

	Three Months Ended March 31, 1980	Three Months Ended March 31, 1979
OPERATING REVENUES		
Railroad	$572.4	$513.2
Trucking	37.3	37.0
Pipeline	18.5	17.4
Real estate and natural resources	14.8	10.6
Communications	35.6	17.9
Total	678.6	596.1
OPERATING EXPENSES		
Railroad	565.8	483.7
Trucking	38.8	36.9
Pipeline	10.1	9.8
Real estate and natural resources	5.5	5.6
Communications	31.4	16.5
Total	651.6	552.5
INCOME FROM OPERATIONS	27.0	43.6
EQUITY IN EARNINGS OF UNCONSOLIDATED COMPANIES	5.0	2.0
OTHER INCOME		
Miscellaneous rentals	5.1	4.1
Gains from sales of property	1.6	3.1
Interest	3.4	8.2
Other non-operating items	.1	(2.1)
Total	10.2	13.3
INTEREST EXPENSE	32.0	21.9
INCOME BEFORE INCOME TAXES	10.2	37.0
INCOME TAXES		
Current	.6	2.6
Deferred	.7	.7
Total	1.3	3.3
NET INCOME(1)	$ 8.9	$ 33.7
AVERAGE NUMBER OF SHARES OUTSTANDING	26.9	26.9
NET INCOME PER SHARE(1)	$ .33	$ 1.25
DIVIDENDS PER SHARE	$ .65	$ .60

Note(1): Net income for the three months ended March 31, 1980 includes a $2.1 million net reduction or 8 cents a share resulting from the purchase of Ticor. The decrease in net income reflects Ticor's earnings less adjustments and interest expense associated with the purchase of Ticor by Southern Pacific Company.

Southern Pacific Company
SOUTHERN PACIFIC BUILDING
ONE MARKET PLAZA
SAN FRANCISCO, CA 94105

Centennial Celebration at Tucson

"A century ago, the first train chugged into Tucson, opening the gate to its present growth and prosperity. The town was jubilant."

—Arizona Daily Star, March 20, 1980

The people of Tucson, Ariz., celebrated the 100th anniversary of the arrival of Southern Pacific and the beginning of railroad service to their community with four days of festivities that began March 20.

Hundreds of citizens, SP employees, and civic dignitaries attended these events, which ranged from traditional ribbon cuttings and speeches to a reenactment of historic events.

Tucson Mayor Lewis C. Murphy proclaimed the week of March 20-26 to be "Railroad Centennial Week." In his remarks at the opening ceremonies, he noted that "over this second transcontinental railroad, people of every race, nationality, culture and occupation came to Tucson, infinitely varying and enriching the community's life."

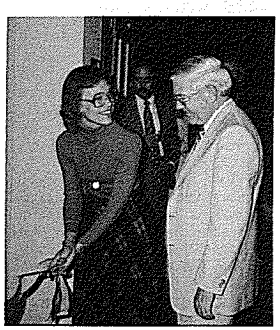
At an Arizona Historical Society reception attended by about 1,000 people, Mrs. Harriet C. Babbitt, wife of Arizona Gov. Bruce Babbitt, cut a ribbon, unveiling the original silver spike used in ceremonies when the first SP train arrived in Tucson on March 20, 1880. Tucson Division Superintendent John J. Tierney also participated in this event.

The spike, containing about 13 ounces of pure silver, was presented to Charles Crocker, one of the "Big Four" and a top executive of the railroad, by Esteban Ochoa, a prominent citizen of Tucson. Peter Ochoa, his great-grandson and an SP conductor, was one of the actors in a historic reenactment of the presentation.

Guest speaker at a centennial banquet at the University of Arizona was David Myrick, a retired SP officer and railroad historian. He is the author of *Railroads of Arizona—The Southern Roads.*

Gov. Babbitt gave "Railroad Centennial Week" statewide recognition. He noted in his proclamation that "in countless ways, subtle as well as obvious, the presence of the railroad in Arizona has been felt in the life and economy of the state."

Chairman B. F. Biaggini, in a message to Tucson employees, said: "Assessing the progress that has occurred over the past 100 years, I am especially proud of all the loyal SP employees, those gone and those living, who have made the company what it is today."



Cutting a ribbon to officially open an SP Centennial exhibit at the Arizona Historical Society in Tucson is Mrs. Harriet C. Babbitt, wife of Arizona Gov. Bruce Babbitt. Looking on is Tucson Division Supt. John J. Tierney.

Congressman Morris K. Udall sent a telegram to Tucson employees and also read it into the Congressional Record from the floor of the House of Representatives in Washington. He thanked Southern Pacific for a "century of service to our part of the West," and added: "I join all my fellow Southern Arizonans in saluting the accomplishments and contributions of Southern Pacific on this, their 100th anniversary of their arrival in my hometown. We will all be glad to have them for neighbors for another 100 years."

A familiar figure throughout the festivities was C. W. "Connie" Weinzapfel, a 67-year-old locomotive engineer who joined SP 43 years ago and still runs a locomotive every day in traditional engineers' garb. In addition, he was honored as the "oldest living baby" born at St. Mary's Hospital in Tucson, which is also celebrating its Centennial. St. Mary's was founded by SP and the Sisters of St. Joseph of Carondelet in 1880. □

Members of the 4th Artillery Memorial Regiment man the cannon during a 38-gun salute commemorating the 100th anniversary of the entry of the first train into Tucson.

We're Big League Energy Savers

Energy conservation is a matter of concern to most of us these days. SP's headquarters city, for instance, is expressing its concern by mounting an intensive, community-wide energy-saving campaign during the month of May under the sponsorship of the San Francisco Chamber of Commerce. We are participating in "Energy San Francisco," along with various business, environmental and neighborhood groups.

As a major diversified transportation company, Southern Pacific is, of course, a "professional" in the field of energy conservation. Our freight trains can move three or four times as much freight per gallon of fuel as long-haul trucks over a comparable route. The inherent fuel efficiency of railroads is already saving America millions of gallons of fuel a year, compared to what would be consumed by trucks hauling the same freight. And these savings could be doubled if more of the nation's goods moved by rail.

Further details about this are contained in "The Railroads: America's Energy Saving Device," an interesting pamphlet published by the Association of American Railroads. You can obtain a free copy by writing to the Editor, *SP Bulletin*, One Market Plaza, San Francisco 94105.

SP is also an efficient transporter of such vital energy resources as coal and refined petroleum products through our pipelines and in our fuel-saving unit trains. We expect to haul increasing amounts of coal in the future as more of America's resources are put to use to help solve the nation's energy crisis.

Our company is even involved in the production of geothermal and other alternative forms of energy through a new affiliate, GeoProducts Corporation (see story on this page). This partnership may well be providing important supplementary energy resources in the years ahead.

Looking at another aspect of energy, SP is also a major consumer. We need about a million gallons of diesel fuel a day to keep our freight trains rolling. The cost of fuel has doubled since early 1979, boosting SP's fuel bill by more than $400,000 a day. Obviously, we have an incentive to do everything in our power to conserve this costly commodity.

Southern Pacific has a vital role to play in helping America save energy. But we, as individuals, must also do our share.

As President D. K. McNear pointed out in a recent *Bulletin* editorial: "Saving energy is a job for everyone. It can't succeed without awareness and a conscious effort on the part of every employee in the shops and yards, on the road and in the offices—whether it be fueling a locomotive without spilling a drop, combining an auto trip with someone else going to the same place, or turning off an unneeded light. It's up to all of us." □

Eagle Eye Awards

Honored in recent weeks with SP's *Eagle Eye Award* for "special alertness in finding defects which were not easily seen through regular observation and for taking action which prevented possible accidents" were:

OREGON DIVISION: Extra Gang Foreman **W. M. Allen**, Fireman **L. S. Ashcraft**, Conductor **J. W. Hawkins**, Brakeman **J. W. Moyer**, Tractor-Bulldozer Operator **S. G. Sandoval**, Welder **A. E. Workman**, Signal Maintainer **D. Wirtz**.

SACRAMENTO DIVISION: Conductor **R. L. Bitton**, Car Inspector **M. L. Brown**, Powder Gang Foreman **B. L. Coe**, Carman **J. E. DeMello**, Switchman **W. F. DaCastello**, Quality Control Supervisor **O. C. Jones**, Trainmaster **H. L. Johnson**, Conductors **J. A. Kouw** and **T. R. Mulholland**, Signal Maintainer **J. W. Pearson**.

LOS ANGELES DIVISION: Conductor **K. N. Bolls**, Switchman **E. C. Bateman**, Truck Driver **P. C. Cerda**, Sheetmetal Worker **C. W. Cornelius**, Conductors **S. Germick** and **G. L. Jones**, Engineer **W. C. Mellon**, Switchman **J. M. Topping**.

HOUSTON DIVISION: Carman **H. A. Boatman**, Brakeman **G. L. Gilmer**, Sheetmetal Worker **J. I. Galloway, III**, Car Foreman **E. W. Knight**, Signal Foreman **J. A. Leger**, Machinist **J. G. Miranda**, Brakeman **B. R. Mashaw**, Train Order Operator **Janet Patton**, Car Foreman **B. G. Thompson**, Carman **L. Uresti**.

LAFAYETTE DIVISION: Yardsman **T. J. Comeaux**, Machinist **J. J. Mathews**.

TUCSON DIVISION: Engineer **G. T. Conrad**, Brakeman **F. S. Gacon**, Foreman **D. Martinez**.

SAN ANTONIO DIVISION: Electrical Foreman **G. L. McCarty**, Signal Gang Foreman **R. L. Mouton**.

WESTERN DIVISION: Brakeman **S. E. Trewin**. □

New Energy Partner Joins SP Family

SP Land Company has purchased a 50 percent interest in GeoProducts Corporation, a privately held firm which is designing and developing production plants for geothermal and other alternative energy forms—including an ethanol manufacturing process using patents developed by the University of California.

SP Land Co. will also establish a research and development partnership with GeoProducts.

GeoProducts, an Oakland-based company, plans commercial energy projects to generate electric power, to produce ethanol—which could be blended with gasoline to form gasohol—and to create new geothermal applications for space heating and agricultural processing.

A major GeoProducts innovation is its utilization of two relatively unused energy sources found in abundance in California and much of the West—low-temperature geothermal fields and the waste wood products from timber operations.

This investment offers SP the opportunity to utilize wood waste, as well as agricultural residue, from many sources, including company lands, to help meet the nation's urgent need for clean alternative fuels.

GeoProducts controls geothermal resources on approximately 34,000 acres in California and Nevada and owns an undivided half interest in 2,800 acres of land in California's Lassen County.

Plans are well underway for a pioneering 55 megawatt power plant, scheduled for 1984, at GeoProducts's site at Honey Lake, near Wendel, Calif. □

SP Review Available

The 1979-80 edition of the Southern Pacific *Review*, which gives an overview to SP motive power, is available for $12 postpaid from J.A. Strapac, Shade Tree Books, P.O. Box 2268, Huntington Beach, CA 92647. □

Kriebel

Hudson

Retirements Announced For Kriebel, Hudson

Franklin E. Kriebel, executive vice president at San Francisco, retired on March 31 after a 34-year Southern Pacific career.

Kriebel joined SP in Cleveland in 1946, and advanced through the ranks of the railroad's traffic organization in New York and Chicago. In 1955, he moved to San Francisco, where he held a succession of Traffic Department posts.

In 1966, Kriebel became vice president-traffic. He was elected executive vice president-traffic in 1976; two years later he was named executive vice president in the Executive Department. He also served as a director of the Cotton Belt.

Kriebel completed Stanford University's Middle Management Program and Harvard Business School's Advanced Management Program.

Robert C. Hudson, vice president of tariffs and divisions at San Francisco, retired March 31 after more than 37 years of SP service.

Hudson, a native of Chicago, began his career with the railroad there in 1943 and rose steadily through the ranks at Chicago, Minneapolis and San Francisco to become vice president of sales at San Francisco in 1976.

He has been vice president of tariffs and divisions since August, 1979, responsible for publishing rates and maintaining division of revenues with other railroads. □

K. C. Ingram Dies

K. C. Ingram, 90, who retired in 1955 as assistant to the president, in charge of public and employee relations, died April 15 at Monterey, Calif. Ingram, who had 34 years of SP service, was the originator of the slogan, "The Friendly Railroad." He was the author of *Winning Your Way With People* and *Talk That Gets Results*, both widely read books. □

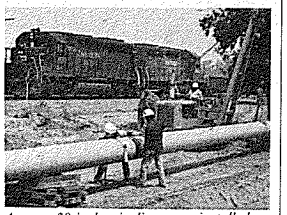
SPPL Completes New 32-Mile Pipeline

Southern Pacific Pipe Lines, Inc. recently completed one of its biggest capital projects since the system was started in 1956—a $13.1 million pipeline system connecting City of Industry and Colton in the Los Angeles area.

The new 20-inch line, which replaces an existing 16-inch line, has boosted SPPL's capacity for moving petroleum products out of Los Angeles refinery centers from 250,000 to 300,000 barrels a day. The 16-inch line will be held available for possible future expansion.

The 32-mile segment is a key part of the pipeline company's main line leading from refineries in Watson and Norwalk to a major terminal at Colton, adjacent to the railroad's West Colton Classification Yard.

From Colton, petroleum products are moved to waiting customers on SPPL lines in California and Arizona, including six military bases. In addition, fuel moves from Colton via the Calnev Pipeline Co. to Las Vegas.



A new 20-inch pipeline was installed along SP railroad right-of-way.

The latest expansion project complements an earlier project undertaken to accommodate growth in 1971, when SPPL installed a 24-inch pipe to replace a smaller line connecting refining input points at Watson and Norwalk.

Joseph A. Whitelaw, SPPL's senior supervising engineer, explained that the bigger line was needed to increase capacity because the addition of more electric booster stations alone had reached its useful limit.

"By just adding more booster stations without increasing the size of the pipeline, you eventually reach a point of diminishing returns due to the high cost of electric power to run the stations," said Whitelaw.

Homer V. Corrodi, Whitelaw's assistant who was project manager for the expansion effort, said the entire line was laid along SP railroad right-of-way. "That made things simpler for us, and the whole project sailed along very smoothly with no complications," he added.

SPPL's contractor, Zapata Constructors, Inc., began work on the new line last June 1 and finished November 1. After a month of flushing out and testing, the new line went into operation on schedule December 1. Final station work was completed in mid-March.

The present SPPL system comprises 2,511 miles of pipeline. Last year it delivered 232 million barrels of gasoline, diesel, jet and light industrial fuel to commercial distributors, utilities and military installations throughout SPPL's six-state marketing area at an average price of 25 cents per barrel. □

***Carla Carlson**, a clerk in the Maintenance of Way Dept. at Houston, was recently selected "Miss Land '80" by the Transportation Club of Houston. During National Transportation Week, May 11-17, she will participate in ceremonies in Texas saluting the transportation industry and its 10 million employees. Carla is the daughter of Norma Goyne, chief clerk to area sales manager, and Carl Goyne, asst. manager of labor relations.*

PEOPLE

From Coach to Commissioner in Bobby Sox Softball

Watching over 1,300 girls in two counties may seem like a tall order, but veteran SP Special Agent Larry Schumm brings 32 years of police experience to the job.

The "policing" he does for the girls is far removed from his day-to-day work as an SP sergeant—off duty, Larry is a Bobby Sox Softball commissioner for six girl's leagues in Los Angeles and San Bernardino counties.

During the same March-to-August schedule as professional baseball, Larry is busy almost every night of the week enforcing rules, settling disputes and overseeing the administration of his many far-flung teams.

Bobby Sox Softball is a big, serious-minded organization trying to teach the four "ships"—Friendship, Sportsmanship, Citizenship and Leadership—to girls in leagues throughout ten Western states.

Bobby Sox has been a busy avocation for Larry since 1968, when he started as a coach in the organization's La Puente, Calif. league. He was appointed a commissioner in 1979, but by that time his avocation had turned into a family affair with his wife and two daughters actively involved in the program.

"There's a tremendous satisfaction in helping these girls become fine people," he says. "I've watched them start out in the Bobby Sox program as youngsters, then go on to do well in school, become happily married and have children."

Although the Bobby Sox girls are only nine to 15 years old, their playing and conduct must follow a very professional set of rules. That's where Larry's job comes in.

"For instance, no pitcher is allowed to pitch more than seven innings a week, and every girl on each team must be allowed to play at least two innings a week," he says.

As you might expect, Larry spends a lot of time on the ball diamond during the season to make sure the rules are followed. During the off-season he has his hands full in meetings with each league's board of directors. There is also year-round work on financial, personnel and other administrative matters, to keep the teams playing during the league's summer season.

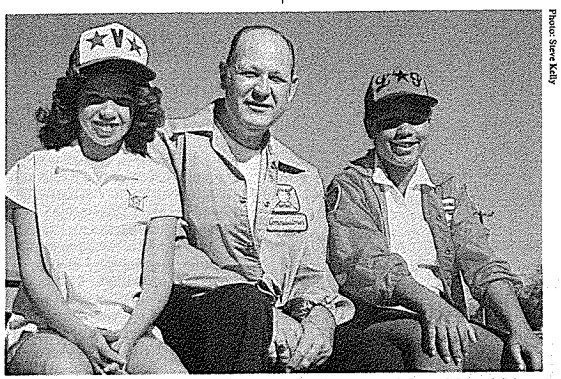


Photo: Steve Kelly

Larry Schumm with Bobby Sox softball players Lisa Rector (left) and Laurel Stine.

"No girl is ever refused the right to play, even if she doesn't have the $10 registration fee for the year," Larry says.

On duty at Southern Pacific, Larry is desk sergeant and office manager for the Los Angeles Division's special agents, handling paperwork and personnel assignments for the company's police force in Southern California.

—Rich Hall

Don Carroll: New SP Club President At San Francisco

How would you like to save money the next time you visit Disneyland or rent a car on your vacation? As an SP Club member you can take advantage of many money-saving offers.

"Every SP employee is automatically a member," explains Don Carroll, the San Francisco club's recently elected president. "There are no forms to fill out, no dues to pay. Activities are open to everybody."

Although employees in the San Francisco Bay Area are the ones who benefit the most from club-sponsored events, Don hopes this will change.

"I'd like to see more clubs organized throughout the system," he says. "Most locations have had clubs at one time or another, but the SP Club at San Francisco, established in 1923, is the most active of the ones that remain."

Don points out that employees outside the Bay Area may take advantage of some of the club's services. Visitors to the West Coast should contact the club for a list of discounts and special offers that could stretch their vacation dollar. If you aren't planning on a trip west, perhaps you would like to order a Southern Pacific T-shirt or baseball cap. For more information write the SP Club, One Market Plaza, San Francisco, Calif. 94105.

Don meets monthly with his "enthusiastic, hard-working" board of directors. Serving on this year's board are Dennis Draeper, executive vice president; Nona Hampton, secretary; Rosemarie Gutman, treasurer; Joe Straub, vice president-athletics; Irene Osborne, vice president-socials; Tony Mistretti, blood drive chairman; Charles Norton, cashier; Sherry Spargo. petty cash chairman; Bill Luque and Helen Hayes, past presidents; and Flo Lopez, Lorin Smith, and Kris Zacher, members-at-large. Don holds quarterly general meetings with departmental representatives, too.

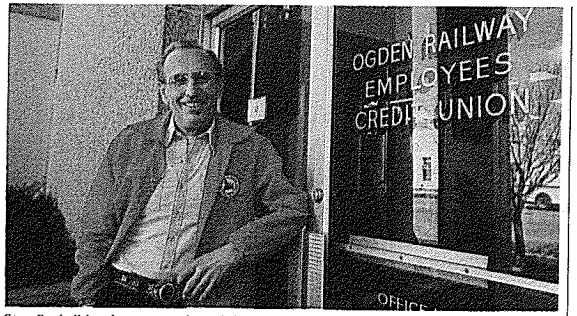
"Throughout the year, the club sponsors teams in intramural sports programs that range from baseball, basketball and volleyball to bowling, tennis and golf," Don adds. Other important activities include blood drives, and the annual picnic which attracts several hundred families. This year's picnic will be held on September 21 at Frontier Village in San Jose.

"I've found the SP Club to be a lot of fun and I'd like to encourage all employees to participate in it. I'd like to hear from the other clubs to exchange ideas and I'd be glad to offer any assistance I can where employees would like to start up an SP club."

Don, an active member of the SP Club for five years, started off as a representative himself. He served as treasurer before being elected executive vice president for four consecutive terms. An SP employee for 16 years, he is now manager of BD Communications in the Communications Department at San Francisco.

Don is a member of the board of directors of the San Francisco Recreation and Park Department's Industrial Division. In the past he has served as a Junior Achievement advisor, president of the Little League in his hometown of Hayward, Calif. and vice chairman of the Southern Alameda County Headstart program. □

The T-shirt ($4) and cap ($3) worn by SP Club President Don Carroll and Board Member Kris Zacher are available from the SP Club. The cap is also available in light or dark blue. Orders may be sent to the SP Club at the General Office in San Francisco.



Stan Bushell has been a member of the Ogden Railway Employees Credit Union's Board of Directors for 14 years.

Ogden's Stan Bushell Manages Investments Worth Millions

Stanley Bushell is a person who looks after millions of dollars worth of investments.

As SP's departmental car foreman at Ogden, Utah, Stan sees to it that thousands of freight cars—worth millions of dollars—pass through this important gateway terminal in safe working order. He supervises more than 100 carmen who inspect, test and perform necessary repairs to the rolling stock.

In addition to his full-time job, he also serves as a member of the board of directors of the Ogden Railway Employees Credit Union, the largest credit union on the SP system with 24,000 members and $39 million in assets.

"Making sure that $39 million of someone else's money is properly handled sometimes keeps me awake at night," admits Stan, a member of the credit union for 34 years.

Most people would shy away from a volunteer job that requires a 40-hour-a-month commitment, but Stan's an exceptional person who tackles his role with energy and enthusiasm.

"I've always been involved in outside activities like Little League, square dancing and Toastmasters," he says. "I like to stay busy all the time." And that's exactly what he does.

Regular board meetings are held twice a month, but special meetings are called quite often. "The board is involved primarily in policy making. We approve dividends that will be paid out to shareholders, develop long-range goals for the credit union, and try to make the organization responsive to the needs of the membership."

"I'm a great believer in credit unions," says Stan, who has been a member of the board of directors for 14 years and vice president for the past 12 years. "I've watched this one grow from a small three-person office to a staff of 28 who work in three branch offices. When I first got involved, we were struggling to top the $3 million mark in assets. We recently increased our assets by $1 million in a single month."

Credit unions will continue to grow, he believes, because they offer the "best deal" around—slightly higher interest rates for savings accounts and often, lower interests rates for consumer loans.

There are other advantages as well. "The credit union is a non-profit organization where every member is a part owner and has a voice in the operation. We try to meet the needs of our members to better serve them. I think that's our greatest advantage and it's reflected in the slogan of our credit union: 'Not for profit, not for charity, but for service.' "

Since his railroad career began in 1942, Stan has had plenty of opportunities to test the credit union's service. He and his wife, Marion, raised their four children with occasional financial assistance from the credit union.

Today, as the proud grandfather of nine, he still uses the credit union and is a methodical saver. □

"Bell Ringer" Award

Marketing Dept. Plan Increases Backhauls, Cuts Shipper Costs

The latest recipients of the Traffic Department's "Bell Ringer Award" for outstanding achievement in winning traffic for Southern Pacific are W. R. (Bill) Nelson, market development manager, and J. A. (Jack) Phillips, pricing manager, food products. Both are headquartered in San Francisco.

The two SP Marketing Dept. professionals worked out a way to meet a shipper's specific transportation needs and save him thousands of dollars in the process. Benefits to SP include a substantially increased volume of carload traffic, plus an opportunity to use cars that had previously been returning empty for backhaul loads.

Here's what happened:

Representatives of Anheuser-Busch came to SP and other western railroads and explained that their firm needed to move a greatly increased amount of beer from St. Louis to the West Coast to meet an expanding market demand. They asked for suggestions as to how they might reduce the cost of transporting the beer.

They initially proposed shipping it in unit trains to take advantage of reduced (volume) rates, but this would have necessitated establishing warehouses on the West Coast to handle trainload quantities of beer.

Congratulating "Bell Ringer Award" winners Jack Phillips (left), pricing manager, and Bill Nelson, market development manager, food products, is Vice President-Traffic Robert L. King.

Nelson and Phillips made a careful study of Anheuser-Busch's transportation requirements. They found that the firm was already shipping beer direct to its West Coast distributors in an assigned fleet of insulated D/F cars, and that these cars were returning empty to St. Louis.

They made a proposal to Anheuser-Busch. The firm would receive reduced rates on the beer in return for guaranteeing SP a 50 percent increase in traffic volume. At the same time, Anheuser-Busch would allow us to load their assigned cars with eastbound shipments, even though this might mean minor delays in turn-around time. We would furnish additional cars, as needed.

The firm accepted the proposal, which not only offered savings on rates, but also eliminated the cost and inconvenience of having to establish warehouses, since the carloads of beer could be shipped direct to distributors in regular trains.

SP is now handling loads of California wine and canned goods in the previously empty cars, enjoying two-way revenues, as well as significant improvements in equipment utilization.

Both the shipper and SP are pleased with the arrangement. As Bill Nelson puts it, "Everybody is happy with this deal."

The success of the project, he points out, is due to close coordination of Traffic and Operating Dept. efforts. Others making a substantial contribution to this success story include: Frank T. Kearns, regional sales manager, Chicago; R. T. Scott, recently retired district sales manager, St. Louis; C. E. Knussman, territory sales manager, St. Louis; and Carl Bradley, terminal superintendent, East St. Louis. □

First 'Proud Craftsman Awards' at Sacramento

Selected by fellow workers to receive the Sacramento Locomotive Works' first "Proud Craftsman Awards" recently were (l-r): Carman **Jimmy Lewis**, Blacksmith **Bill Engleburt**, Machinist **Al Freitas, Jr.**, Sheetmetal Worker **Dennis Blakeway**, Electrician **Wayne Jamieson**, Laborer **John Parker** and Boilermaker **Karl Nylander**. The award recognizes outstanding craftsmen who contribute substantially to the quality of the plant's product. These seven winners will select a single "Proud Craftsman" from all the crafts at SLW for future recognition.

Appointments

LAW DEPARTMENT: At San Francisco: **J. T. Bewley** *to senior tax agent;* **A. W. Coulter** *to general tax commissioner;* **R. L. Gunn** *to asst. to general tax commissioner;* **R. I. Lundblade** *to asst. tax commissioner;* **J. C. Miller** *to senior tax agent.*

OPERATING DEPARTMENT: At San Francisco: **J. S. Lakomy** *to asst. manager, operations planning and control;* at Houston: **L. C. Whatley** *to rules and training officer;* at San Antonio: **N. J. Stoever** *to safety officer;* at Lafayette: **F. V. Landry** *to rules and training officer;* at Eugene: **D. R. Foley** *to rules and training officer.*

Houston Division: At Houston: **H. D. Brown** *to trainmaster;* **D. A. Owens** *to general yardmaster;* **C. B. Moss** *to asst. terminal superintendent;* **R. R. Park** and **J. R. Waldrip,** *both to road foreman of engines;* **D. T. Macejewski** *to asst. trainmaster;* at Lufkin: **H. E. Phelps** *to trainmaster;* at Strang: **F. D. Buchanan** *to terminal superintendent.*

Lafayette Division: At Beaumont: **R. C. Bruce** *to asst. trainmaster;* **H. L. Roger** *to traffic coordinator;* at Lafayette: **A. P. Blanchard, Jr.** *to station supervisor;* **R. P. Guidry** *to road foreman of engines;* at Lake Charles: **T. J. Estling** *to trainmaster.*

Los Angeles Division: At City of Industry: **J. E. Taylor** *to station supervisor;* at Palmdale: **R. E. Hitson** *to road foreman of engines;* at South Gate: **M. G. Deem** *to asst. trainmaster.*

Oregon Division: At Brooklyn: **T. P. Russell** *to asst. terminal superintendent;* at Roseburg: **M. R. Stearman** *to road foreman of engines.*

Sacramento Division: At Roseville: **R. D. Errecart** *to asst. terminal superintendent;* at Sacramento: **G. E. Nester** *to general yardmaster.*

San Antonio Division: At Dallas: **M. L. Berry** *to asst. trainmaster;* at San Antonio: **D. J. Doyle** *to asst. superintendent;* at Sanderson: **D. G. Ellis** *to trainmaster.*

TRAFFIC DEPARTMENT: At San Francisco: **G. Ansley** *to general manager, freight claims;* **T. J. Biggins** *to asst. manager, pricing-food and farm products;* **J. C. Chandler** *to market analyst;* **K. F. Courtz** *to asst. to general manager, freight claims-general merchandise;* **R. L. Dean** *to product manager;* **K. H. Dixon** *to western regional service manager;* **S. C. Griffin** *to senior asst. manager, freight claims-perishables;* **C. F. Head** *to asst. vice president-pricing;* **D. K. Kanagaki** *to manager of sales research;* **W. F. Keeney** *to group manager, market development;* **S. G. Keire** *to asst. product manager;* **Ms. M. King** *to manager of sales administration and development;* **J. R. McDowell** *to asst. manager freight claims-methods and procedures;* **C. J. Muldowney** *to asst. manager freight claims-law suits;* **Ms. R. A. Ojala** *to asst. manager, market development;* **B. H. Rushing** *to manager, freight claims;* **R. L. Tierney** *to equipment planner;* **Ms. C. L. Ward** *to market analyst;* **E. H. Watkin** *to manager, pricing-coal;* **C. R. Wright** *to asst. manager, market development;* **Mrs. J. H. Young** *to asst. manager-equipment economics.*

At Los Angeles: **M. W. Copeland** *to asst. manager freight claims;* **M. C. Goss** *to area sales manager;* **R. E. Hamilton** *to manager, freight claims.*

At Houston: **L. D. Kaltwasser** *to manager, freight claims;* at Denver: **G. T. Willingham** *to district sales manager;* at Detroit: **W. C. Fox, Jr.** *to regional sales manager;* **G. S. Swanson** *to sr. sales analyst;* at Minneapolis: **R. C. Niederhauser** *to district sales manager;* at Oakland: **Ms. R. A. Harper** *to sales representative;* **W. J. Lake** *to senior sales representative;* **B. C. Nadeau** *to senior sales analyst;* **R. C. Zimmerman** *to territory sales manager;* at Petaluma: **M. K. Fore** *to senior sales representative;* at Pittsburg: **J. C. Stevens** *to district sales manager;* at Salt Lake City: **W. C. Travis, III** *to senior sales representative;* at San Antonio: **G. B. Bean** *to district sales manager.*

TRANSPORTATION DEPARTMENT: At San Francisco: **J. G. Bell, Jr.** *to asst. to vice president-transportation;* **N. W. Luttrell** *to manager of fuel utilization.*

Retirements

GENERAL OFFICE, SAN FRANCISCO: **J. A. Chaney,** *janitor;* **A. F. Halla,** *systems analyst;* **J. C. Jeffreys,** *assistant statistician;* **T. Johnson,** *janitor;* **H. P. Lyon,** *medical officer;* **O. A. Thomas,** *general tax commissioner.*

HOUSTON DIVISION AND REPAIR PLANTS: **C. V. Colquitt,** *car inspector;* **D. Garza,** *laborer;* **R. L. Harris,** *shop truck operator;* **I. W. McKeown,** *assistant superintendent;* **D. Miranda,** *laborer;* **V. C. Nelson,** *supervisor system signal shop;* **W. J. Romines,** *electrician;* **R. B. Strelec,** *carman.*

LAFAYETTE DIVISION: **D. E. Bertoniere** and **G. O. Caver,** *locomotive engineers;* **C. Credeur,** *machine inspector;* **D. J. Pitt,** *brakeman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **C. F. Anderson,** *traveling motor car mechanic;* **R. D. Beauchamp,** *telegrapher-clerk;* **E. A. Blevins,** *train clerk;* **C. F. Brunner,** *fireman;* **R. F. Duffy** and **G. R. Greene,** *locomotive engineers;* **E. Gonzalez,** *machine operator;* **P. E. Herring,** *brakeman;* **H. E. Jackson,** *porter;* **E. Ketcherside,** *freight carman;* **A. F. Kuest,** *material supply clerk;* **L. R. Lepper,** *electrician;* **A. L. Levin,** *investigator;* **T. J. McGrail,** *area sales manager;* **A. A. Rondero,** *laborer;* **F X. Skirmantas,** *senior draftsman;* **S. M. Spring,** *draftsman;* **F. C. Swindle,** *assistant chief train dispatcher;* **M. Tenerelli,** *locomotive carpenter;* **J. L. Vaughn,** *yard helper.*

100th Birthday

Celebrating his 100th birthday recently was retired Locomotive Engineer **Emil E. Carlson** *of Reno. He began his railroad career in 1897, joined SP as a fireman on the Los Angeles Division in 1902, became an engineer in 1906 and retired in 1945 after nearly half a century of service.*

OREGON DIVISION: **H. R. Bires,** *locomotive engineer;* **W. R. Brooks,** *yard helper;* **G. L. Burtraw,** *freight carman;* **H. L. Conner,** *clerk;* **J. C. Fisher, M. Hernandez** and **R. F. Martin,** *laborers;* **T. D. Manring,** *machine operator;* **G. W. Martisak,** *locomotive engineer;* **M. G. Middleton,** *assistant head clerk;* **N. W. Owens,** *engine foreman;* **G. H. Schmidtke,** *laborer;* **V. V. Sponsel,** *extra gang foreman;* **R. F. Stanhope,** *yard clerk;* **W. Thayer,** *locomotive engineer;* **L. E. Uskoski,** *clerk-steno;* **P. G. Valdez,** *laborer.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **R. Bankey,** *sheetmetal worker;* **T. M. Carbajal,** *fork lift operator;* **F. P. Carrillo,** *truck driver;* **N. S. Cartmill,** *train clerk;* **E. W. Cassinelli,** *car inspector;* **M. Cornejo,** *tamper operator;* **C. R. Duermyer,** *janitor;* **R. W. Duke,** *head clerk;* **R. K. Edgeman,** *wire chief;* **R. L. Evans,** *janitor;* **E. J. Frank,** *file clerk;* **L. T. Leal,** *pipefitter;* **J. R. Pearson,** *conductor;* **E. L. Petach,** *machinist;* **L. R. Pilcher,** *freight carman;* **R. L. Rogerson,** *machinist;* **J. A. Rohde,** *sheetmetal worker;* **H. L. Rotramel,** *locomotive engineer;* **R. E. Simpson,** *machinist;* **D. R. Willey,** *clerk.*

SAN ANTONIO DIVISION: **C. H. Bilbro,** *locomotive engineer;* **B. N. Casares,** *car inspector;* **J. F. Castillo,** *laborer;* **M. L. Edge,** *locomotive engineer;* **E. J. Hoyer,** *conductor;* **C. B. Hunt** and **F. A. Kieffer,** *yard helpers;* **W. E. Lea,** *locomotive engineer;* **J. R. Montez,** *conductor;* **J. A. Mullins,** *assistant superintendent;* **M. L. Shatley,** *yard helper;* **J. Valtierra,** *yard clerk.*

SAN JOAQUIN DIVISION: **H. H. Marsh,** *trainmaster.*

TUCSON DIVISION: **A. L. Barton,** *caboose supplyman;* **G. G. Laster,** *train clerk;* **F. Melendez,** *coach cleaner;* **D. K. Newman,** *crew dispatcher;* **B. Rodriguez,** *laborer;* **L. C. Stanton,** *boilermaker.*

WESTERN DIVISION: **W. M. Autry,** *freight carman;* **L. J. Hardie,** *locomotive engineer;* **C. L. Hunt,** *engine foreman;* **P. Lovecchio,** *freight carman;* **A. G. Lupercio,** *commissary storekeeper;* **W. J. Morris,** *telegrapher-clerk;* **O. R. McCray** and **W. L. Morris,** *locomotive engineers;* **L. T. Pennington,** *engine foreman;* **E. H. Raabe,** *yard helper;* **V. M. Shank,** *car foreman;* **R. E. Solis,** *machine operator.*

COTTON BELT: **M. T. Atkerson,** *rate clerk;* **J. Benson,** *yard helper;* **C. A. Bishop,** *brakeman;* **C. L. Brown,** *conductor;* **W. M. Cooper,** *engine foreman;* **M. E. McGee,** *clerk-telegrapher;* **J. W. Merrell,** *car clerk;* **J. J. Wallis,** *traveling auditor.*

OTHERS: **E. H. Bedwell,** *territory sales manager, Milwaukee;* **E. A. Lloyd,** *officer manager, PMT, Sacramento;* **W. C. Luck,** *district sales manager, Petaluma;* **P. V. MacAulay,** *district sales manager, Denver;* **T. F. Moran,** *secretary-traffic, New York;* **W. H. Reed,** *supervisor-drafting, SPPL, Los Angeles;* **R. T. Scott,** *district sales manager, St. Louis;* **S. D. Whatley,** *district sales manager, Cincinnati.*

Deaths

GENERAL OFFICE, SAN FRANCISCO: **C. H. Bour,** *general electrical supervisor.* Pensioners: **V. G. Berry,** *assistant agent;* **A. W. Ends,** *city freight agent;* **M. O. Jones,** *assistant auditor of disbursements;* **F. G. McMahon,** *telephone operator;* **H. D. Porter,** *hospital maid;* **E. Westcott,** *painter.*

HOUSTON DIVISION AND REPAIR PLANTS: **M. H. Atlel,** *freight car welder.* Pensioners: **A. E. Alvarado** and **R. L. Batts,** *laborers;* **C. M. Bice,** *locomotive engineer;* **H. E. Buse,** *valuation engineer;* **C. A. Dechert,** *agent;* **C. J. Flynn,** *roundhouse foreman;* **A. W. Fudge,** *yard foreman;* **L. Fuller,** *boilermaker helper;* **L. Ledesma,** *blacksmith;* **C. R. Mills,** *boilermaker-welder;* **S. A. Smith** and **J. E. Tribe,** *agent-telegraphers.*

LAFAYETTE DIVISION: **R. J. Theriot,** *carman;* **R. L. Westbrook,** *conductor;* **D. E. Wilhite,** *foreman.* Pensioners: **J. B. Etheridge,** *engineer accountant;* **L. Boudreaux,** *stevedore;* **S. P. Martin,** *car foreman;* **J. R. Pitre,** *engineer;* **J. E. Reynaud,** *yardman.*

LOS ANGELES DIVISION AND REPAIR PLANTS: **E. D. Myers,** *rate clerk.* Pensioners: **M. Abajo,** *car cleaner;* **A. Ackert,** *chief of service bureau;* **E. C. Baker,** *switchman;* **T. E. Blackwell,** *clerk;* **L. A. Chabre,** *car foreman;* **C. W. Couts,** *yardmaster;* **G. E. Ellsworth,** *machinist foreman;* **R. A. Finnie,** *cook;* **L. H. Gates,** *boilermaker;* **E. R. Gonzalez,** *laborer;* **J. C. Herron,** *yardmaster;* **W. S. Huebner,** *switchman;* **D. T. Johnstone,** *electrician;* **H. J. King,** *waiter;* **K. E. Leonard,** *trainman;* **F. L. McIntosh,** *carman;* **R. H. Miller,** *passenger carman;* **J. Nemanich,** *motorman;* **H. H. Pearson,** *carpenter;* **J. C. Quinones,** *water service mechanic;* **W. A. Sims,** *carman;* **R. R. Toland,** *machinist;* **E. T. Truffelli,** *crane operator;* **J. C. Valderrama,** *machinist helper;* **F. E. Woodford,** *conductor.*

OREGON DIVISION: Pensioners: **J. Amicarella,** *carman;* **E. O. Andresen,** *car inspector;* **W. Buckley,** *laborer;* **E. E. Burch** and **J. A. Crowley,** *clerks;* **H. A. French,** *locomotive engineer;* **J. Gartner,** *laborer;* **E. L. Giacomelli,** *gang foreman;* **J. E. Gustafson,** *machinist;* **A. M. Harrell,** *locomotive engineer;* **W. A. Huber,** *electrician;* **H. K. Koberstein,** *projects engineer;* **H. Mather,** *roadmaster;* **E. C. Moore,** *locomotive engineer;* **G. A. Nichol,** *investigator;* **C. G. Padden,** *laborer;* **E. P. Stewart,** *district claims agent;* **D. L. Stevens** and **W. W. Welborn,** *locomotive engineers.*

SACRAMENTO DIVISION AND REPAIR PLANTS: **C. H. Bour,** *general electrical supervisor;* **J. D. Ghilieri,** *clerk;* **C. A. Palombi,** *freight carman.* Pensioners: **W. E. Anderson,** *carman;* **G. W. Cooper,** *car inspector;* **A. Dassonville,** *switchman;* **F. S. Dichiara,** *brakeman;* **R. M. Elliott,** *machinist;* **G. C. Hawkins** and **U. J. Hebuck,** *clerks;* **J. W. Horton,** *locomotive engineer;* **C. E. Kipp,** *tender truckman helper;* **D. D. Malstrom,** *crew dispatcher;* **R. L. Moore,** *car inspector;* **L. Quilici,** *gang foreman;* **T. N. Short,** *clerk;* **G. J. Simon** and **V. M. Wood,** *locomotive engineers;* **J. H. Willis,** *train dispatcher.*

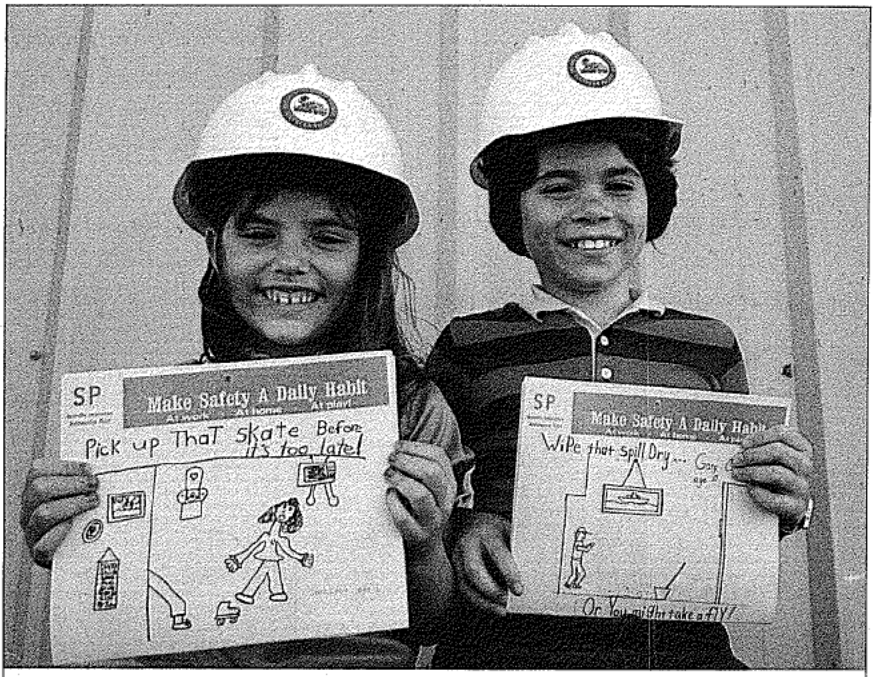
SAN ANTONIO DIVISION: Pensioners: **O. L. Bland** and **F. E. Brecher,** *locomotive engineers;* **E. Cervantes,** *boilermaker helper;* **R. L. Doss,** *laborer;* **L. H. Fletcher,** *locomotive engineer;* **L. Hall,** *laborer;* **J. C. Harmon,** *carman;* **J. W. Hodges,** *agent-telegrapher;* **P. J. Palacios,** *laborer;* **D. C. Richards,** *assistant foreman;* **A. Thompson,** *laborer;* **J. O. Yaeger,** *switchman.*

SAN JOAQUIN DIVISION: Pensioners: **C. G. Doty,** *chief crew dispatcher;* **C. L. Larrin,** *car inspector;* **N. Pierucci,** *carman;* **L. J. Russell,** *warehouse foreman;* **J. Smith,** *laborer.*

TUCSON DIVISION: **F. O. Sepulveda,** *track foreman.* Pensioners: **C. T. Cox,** *welder;* **W. G. Duncan,** *conductor;* **J. G. Garcia,** *laborer;* **R. A. LeVan,** *locomotive engineer;* **H. J. Mason,** *electrician;* **J. F. Rumbaugh,** *locomotive engineer;* **K. L. Ryan** and **R. C. Wahle,** *clerks;* **C. O. Wilsey,** *engineer;* **F. M. Woods,** *locomotive engineer;* **P. Ziede,** *conductor.*

WESTERN DIVISION: **N. E. Hillmer,** *switchman;* **B. L. Pearce,** *electrician.* Pensioners: **J. E. Brock,** *locomotive engineer;* **H. Brown,** *switchman;* **J. J. Brown,** *conductor;* **M. M. Caro,** *boilermaker helper;* **J. C. Carson** and **E. J. Castro,** *conductors;* **T. Colstad,** *first officer-steamers;* **C. E. Cook,** *crossing watchman;* **C. J. Cuevas,** *clerk;* **J. A. DeRosa,** *carman helper;* **F. Gee,** *car inspector.* **W. Goins,** *coach cleaner;* **D. E. Hinterman,** *locomotive engineer;* **M. C. Hobson,** *baggageman;* **R. E. Lawson,** *conductor;* **G. B. Knudsen** and **J. V. Maguire,** *clerks;* **F. Martin,** *carman helper;* **C. W. Meigs,** *engine foreman;* **R. L. Mitchell** and **G. H. Ross,** *locomotive engineers;* **C. W. O'Rourke,** *section foreman;* **N. D. Rouenti,** *signalman;* **B. T. Sanchez,** *mail & baggage handler;* **A. W. Silvera,** *brakeman;* **W. E. Swerdfeger,** *conductor;* **H. F. Small,** **A. West** and **N. T. Wrigley,** *clerks.*

OTHERS: **C. J. Garner,** *laborer, Cotton Belt.* Pensioners: **L. D. Armstrong,** *clerk, PMT, Oakland.*



'The Best Prize Was a Hard Hat'

A safety poster contest for the children of employees was conducted recently by SP's Roseville Locomotive Maintenance Plant. Twelve winning posters out of about 100 entries were made into a safety calendar with the theme: "Make Safety a Daily Habit at Work, at Home and at Play." Each of the winners received a $10 prize, a calendar and a hard hat, plus a guided tour of the plant conducted by Plant Manager R. R. Frederiksen and his assistants. Displaying their posters and wearing their hard hats are two of the winners: Sarah, 6, and Gary, 10, both children of John D. Coble, boilermaker, with 11 years of service at Roseville.

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